

NEW STOCKS:
BATHING COSTUMES,
BATHING DRAWERS,
BATHING TOWELS,
CHRISTMAS TOWELS,
&c., &c., &c.
COTTAM & Co.,
General Outfitters.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE 1897 EDITION OF
WEBSTER'S
DICTIONARY
FOR SALE.
PRICE: \$2 PER COPY,
AT THE
HONGKONG TELEGRAPH.

NEW SERIES No. 591. 日六初月四年三十二結光

FRIDAY, MAY 7, 1897.

五拜禮

號七月五其港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq., | Chow Tung Shing, Esq.,
H. Stollert, Esq., | Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq., |
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 1st October, 1895. [7]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$6,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
St. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELLINGHAM—Deputy Chairman.
C. Freeman, Esq., | A. I. Raymond, Esq.,
G. D. Belling, Esq., | R. L. Richardson, Esq.,
G. B. Dodwell, Esq., | R. A. Saba, Esq.,
R. M. Gray, Esq., | Gerald Slide, Esq.,
David Gubbay, Esq., |
Chief Manager:
Hongkong—T. JACKSON, Esq.,
Shanghai—J. P. WADE GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 10th April, 1897. [8]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [9]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000
RESERVE FUND.....\$800,000
RESERVE FUND.....\$350,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per Cent.
" " " 6 " " " 3 1/2 " "
" " " 3 " " " 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 10th October, 1895. [11]

To be Let.

TO LET.

DWELLING HOUSES—
HOUSES IN RYDON TERRACE,
"HARFORD" at MAGADINE GAP.
"THE KENNELS" at MAGADINE GAP.
"MYRTLE BANK" THE PEAK.
No. 1, UPPER ALBANY—Furnished,
from 1st May.
GODDONS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Wharfedale 28th April 1897. [12]

TO LET.

THE BUILDING known as "THE HONGKONG CLUB," Hongkong.
From the 1st August, 1897.
Apply to
MATHEW J. D. STEPHENS,
Solicitor for Owner.
Hongkong, 5th April, 1897. [13]

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A NOTICE OF TWENTY PER CENT. ON CONTRIBUTIONS for the year 1896 has been DECLARED.
WARRANTS will be issued on the 30th instant.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 15th April, 1897. [14]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS OF TWENTY PER CENT. ON CONTRIBUTIONS for the year 1896 has been DECLARED.
WARRANTS will be issued on the 30th instant.
JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 24th April, 1897. [15]

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1884.

CAPITAL.....\$1,000,000
TOTAL FUNDS AND SECURITY.....\$1,480,013
NET ANNUAL FIRE PREMIUM.....\$757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1897. [16]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL, TAELS 600,000.....\$833,333.33
RESERVE FUND.....\$318,000.00

BOARD OF DIRECTORS.
LEE Sing, Esq., | LO YUEK MOON, Esq.,
LOU TSO SHUN, Esq., |

MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 19th December, 1895. [17]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [18]

THE STANDARD LIFE ASSURANCE COMPANY.

has a long record of GOOD SERVICES to offer to its FUNDS, annually increasing, amount to \$8,086,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1895. [19]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Agents.
Hongkong, 28th May, 1895. [20]

Hotels.

NEW VICTORIA HOTEL.

ROTISSERIE.
MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.
MONTHLY BOARDERS at Moderate Rates.
MAJAG & FARMER,
Proprietors.
Hongkong, 3rd September 1895. [21]

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevators, from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor & Manager.
Hongkong, 2nd April, 1897. [22]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 24th November 1895. [23]

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from CATTLE and TURKISH from the Straits.

THE WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINING or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moderate notice.

ICE CREAM from 1 P.M. to 11 P.M.
GOLD MEAT SUPPERS from 9 to 11.30 P.M.
THOMAS'S GRILL ROOM.
FREDERICK BISHOP,
Manager.

YOKOHAMA.

CLAUSEN'S HOTEL,
66, MAIN STREET,
GOOD COOK, COMFORTABLE ROOMS.
MODERATE CHARGES.
C. B. CLAUSEN,
Proprietor.
Yokohama, 6th April, 1897. [24]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN	Amatsuka	W. D. Madsen	Noon, 7th May	Freight or Passage. (Passing through the Island Sea.)
YOKOHAMA	Bornuo	E. P. Bishop	About 14th May	Freight or Passage.
SHANGHAI	Kaiter-Hind	C. L. Daniel	About 15th May	Freight or Passage.
LONDON &c.	Aden	R. E. L. Hill, R.N.R.	About 16th May	Freight or Passage.
LONDON via	Coromandel	F. H. Seymour	Noon, 20th May	See Special Advertisement.
LONDON	Socotra	J. Faine, R.N.R.	About 27th May	Freight only.

For Further Particulars, apply to
H. A. RITCHIE, Superintendant,
Hongkong, 28th April, 1897. [25]



Hongkong, 1st May, 1897. [26]



IND COOPE & CO'S

ALE per cask of 4 doz. Quarts...\$18.00

" " 8 " Pints...\$14.00

STOUT " 8 " " \$15.00

TRADE MARK.
Hong Kong—YUEN WO.
TELEPHONE, No. 135.

These brews are light in body and of low Alcoholic strength.

SOLE AGENTS—

GANDE PRICE & CO.,

WINE AND SPIRIT MERCHANTS,
No. 19, QUEEN'S ROAD CENTRAL.

Hongkong, 26th April, 1897. [27]

REDUCED

PARTICULARS OF

BOARD AND LODGING RATES FOR CERTAIN ROOMS

FOR HIGH PRESSURE CYLINDERS.

AMAZON SPIRAL PACKING

AS USED THROUGHOUT THE UNITED STATES NAVY.

THIS PACKING HAS GIVEN GREAT SATISFACTION WHEREVER USED.

ALL SIZES IN STOCK

LANE, CRAWFORD & CO.
Praya Central.

Hongkong, 15th March, 1897. [28]

W. POWELL & CO.

EX. "SOCOTRA,"
SPLENDID ASSORTMENT OF
NEW MILLINERY.
HATS—FLOWERS—FEATHERS—LACES—RIBBONS
SHIRTS—SKIRTS—COLLARS—CUFFS—&c.

We shall make a special show of Jubilee specialties for 40 years, about 15th May.
Hongkong, 1st May, 1897. [29]

Intimations.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TAN SAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

NUNOBIKI NATURAL MINERAL WATER.

FROM THE SPRINGS OF THE WELL-KNOWN NUNOBIKI WATERFALLS IN KOBE.

Analysed and pronounced by the IMPERIAL JAPANESE HYGIENIC LABORATORY OF OMAKA, to be effective in the treatment of CONSUMPTION, CHRONIC CATARRH OF THROAT and WIND PIPE, all complaints of LIVER, STOMACH and INTESTINE, RHEUMATISM, SUPERABUNDANCE OF BLOOD, &c.

APPLY TO

L. M. ALVARES & CO.,
SOLE AGENTS,
No. 17, QUEEN'S ROAD CENTRAL.

Hongkong, 12th March, 1897. [443]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout the Royal Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manholes and Madhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT.....THOS. J. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

FOR SALE. G. H. MUMM & Co's CHAMPAGNE.

In cases of 2 doz. plants.....\$35 per case.
do. 1 doz. quarts.....\$33 do

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th February, 1897. [256]

W. BREWER & CO.

JUST LANDED
A LARGE STOCK AND GREAT VARIETY OF
LADIES' and GENTLEMEN'S
TENNIS SHOES.
LADIES' and GENTLEMEN'S
HOUSE SLIPPERS,
(VERY CHEAP.)

Hongkong, 5th March, 1897. [118]

AQUARIUS.

"NO Filter has ever been invented which can be relied on to catch the Germs of Cholera. The real safeguard against danger of this kind is either to drink no water at all or to drink only DISTILLED WATER."—ST. JAMES'S GAZETTE, London.

NOTE.—Only pure triple distilled water is used in the manufacture of "AQUARIUS."
ESTD. 1864.
TELEPHONE—75.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

15, Queen's Road.

Hongkong, 28th April, 1897. [24]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG,
A. B. C. Code.

TELEPHONE,
No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M.

DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895. [26]

Today's Advertisements.

THEATRE ROYAL CITY HALL.

POLLARD'S
ILLUSTRATED OPERA COMPANY
Ladies, Messrs. POLLARD & CHESTER.
30 PERFORMERS 30
Under the Distinguished Patronage of
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,
and
H.E. Major-General WILSON BLACK, C.B.,
TO-NIGHT (FRIDAY) TO-NIGHT
7th May, 1897.

LES CLOCHES DE CORNEVILLE.

and To-morrow, (SATURDAY), May 8th.
TO-MORROW AFTERNOON, May 8th,
GRAND MATINEE
(FOR CHILDREN)
"CHARITY BEGINS AT HOME"
Children half price to all parts of the
Theatre.
N.B.—Arrangements can be made with the
Manager for large parties and schools.
Doors open 3 P.M. Overture 4 P.M.
Plan at W. ROBINSON & Co.'s Piano and
Music Rooms.

Prices:—\$3, \$2 and \$1.
SOLDIERS and SAILORS in Uniform Half-price
to back seats only.
Late Trains 15 minutes after each performance.
A. H. POLLARD,
Advance Representative,
Hongkong Hotel.

Hongkong, 7th May, 1897. [759]

NOW READY! COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.
Being reports of meetings of Companies and
Corporations for periods ending 31st December,
1896.
This pamphlet is published for the convenience
of the Commercial Community and is for sale,
PRICE \$1 PER COPY,
at the office of the
"HONGKONG TELEGRAPH,"
No. 5 Paddis Hill,
Hongkong, 7th May, 1897.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)
Monmouthshire. Wednesday, 12th May.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship "MONMOUTHSHIRE"

will be despatched hence for PORTLAND,
OREGON, and VICTORIA, (B.C.), via KOBÉ
and YOKOHAMA, on the 12th inst.
Consular Invoices of Goods for United States
Points should be in QUADRUPLET, and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th May, 1897. [693]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT).
STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship
"POSEIDON,"
Captain R. Mayer, will leave for the above
places on the 14th inst.
For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong 7th May 1897. [760]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, COASTAL and
AMERICAN PORTS).

THE Steamship "COROMANDEL"

Captain F. H. Seymour, carrying Her Majesty's
Mails, will be despatched from this for LONDON
(via BOMBAY), on THURSDAY, the 30th
May, at Noon, taking Passengers and Cargo for
the above Ports.
Suez and Valparaiso, all Cargo for France,
and Ten for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London.
Other Cargo for London, &c., will be conveyed
via Bombay.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 7th May, 1897.

Today's Advertisements.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above
LODGE will be held in the FRANKMASON'S
HALL, Zealand Street, on SATURDAY, the 13th
instant, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.

PRESEVERANCE LODGE OF HONGKONG, No. 1,185.

A N EMERGENCY MEETING of the above
LODGE will be held in the FRANKMASON'S
HALL, Zealand Street, on TUESDAY, the 11th
instant, at 5 for 5.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).
The Company's Steamship
"YUENSANG,"
Captain W. Waddell, will be despatched as
above on MONDAY, the 10th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th May, 1897. [761]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.
The Company's Steamship
"SHANTUNG,"
Captain Frampton, will be despatched as above
on TUESDAY, the 11th instant, at noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th May, 1897. [769]

Auction. PUBLIC AUCTION.

THE undersigned has received instructions
from H. M. NAVAL STORE KEEPER
to sell by public auction
on
WEDNESDAY, the 12th May, 1897, at noon,
at H.M. Naval Yard,
Sundry Naval and Victualling Condemned
Stores, comprising:
OLD IRON, PAPER STUFF,
OLD IRON BOILER TUBES,
RAGS, CANVAS, ELECTRO
PLATE, CLOTHING, IMPLEMENTS, &c.
TERMS OF SALE AS CUSTOMARY.
J. M. ARMSTRONG,
Auctioneer.
Hongkong 5th May 1897. [755]

Auction. PUBLIC AUCTION.

THE undersigned has received instructions
to Sell by
PUBLIC AUCTION
on
SATURDAY, the 8th May, 1897,
at his Sales Rooms, Zealand Street, No. 2,
commencing at 2.30 P.M.,
A LARGE QUANTITY OF
VALUABLE AND USEFUL HOUSEHOLD
FURNITURE
(Removed from Queen's Garden, Canal Road,
&c., for convenience).
Consisting of:—
HANDSOME BLACKWOOD CARVED
SIDEBOARD, BLACKWOOD DINING
WAGGONS, SOLID BLACKWOOD DINING
TABLE, BLACKWOOD ROUND & SQUARE
TABLES, SIDEBOARDS with and without
GLASS, OAK DINING ROOM CHAIRS,
MARBLE TOP WASHING STANDS, TEAK
CARVED OVRMANTLES, ICE-CHESTS,
BRASS and IRON FURNITURE BEDSTEADS,
SCREENS, RATTAN FURNITURE, WARD-
ROBES, MIRRORS, HANDSOME ENGRAVING
CARPETS, ORNAMENTS, CURTAINS,
LAMP STANDS, STATUETTES, PLATED
WARE, DINNER and FRUIT SERVICES,
GLASSWARE, CROCKERY, BATHROOM
REQUISITES, &c.
On View on THURSDAY, the 6th instant.
Catalogues issued prior to Sale.
TERMS OF SALE—As customary.
PAUL BREWITT,
Auctioneer.
Hongkong, 3rd May, 1897. [743]

Intimations. DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special Terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [3798]

Intimations. A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.
MANUFACTURERS
OF
AERATED
WATERS.
OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.
The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.
The Water used is proved by repeated
Analyses to be Absolutely Pure.
For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.
Counterfoil Order Books supplied on applica-
tion.
Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

Intimations. A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

Intimations. A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

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Hongkong, 13th April, 1897. [6]

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Hongkong, 13th April, 1897. [6]

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Hongkong, 13th April, 1897. [6]

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Hongkong, 13th April, 1897. [6]

Intimations. A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

Intimations. A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

Intimations. A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. [6]

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CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.
MANUFACTURERS
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WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.
The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.
The Water used is proved by repeated
Analyses to be Absolutely Pure.
For COAST PORTS, Waters are packed and
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And all signed messages addressed thus will
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TELEGRAMS.

NEWMARKET SPRING MEETING.

THE TWO THOUSAND GUINEAS.
The TWO THOUSAND GUINEAS STAKES of 100
sovs. each, for 3 year olds; colts and
fillies set gibs; the owner of second
horse to receive 100 sovs. out of the stakes;
third to save 5's stakes; R.M.—50 subs.
Closed 29 Oct. 1895.

LONDON, May 5th.
The following is the result of the race:
Mr. Gubbins' b. c. GALTIER MORE by Kendal
—Morganette C. Wood 1
Lord Roset's b. c. VELASQUEZ by Donovan
—Vista J. Waite 2
General Owen Williams' b. c. MINSTER by
Minting—Poem 3
Last year this event was won by St. Frus-
quie, with Lord Whistly second and Labrador
third. In the contest for the Prince of Wales's
Stakes last year, Velasquez, on the rails, showed
the way to Hillbroke in the centre for half the
journey, when Goldie (T. Loates) took second
place, but could never get on terms with Velas-
quez, who won in a canter by three lengths.

LOCAL AND GENERAL.

H.M.S. Dolphin returned to-day from a cruise.
The bank's buying rate for sovereigns is \$9.88
per £.

The Volunteers will be glad to see their lady
friends at the Association Race to-morrow
afternoon to witness the competitions for the
ladies' prize.

The Clydebank Engineering and Shipbuilding
Company have received an order for twenty
barges, of about 400 tons each, for the Chinese
Eastern Railway Company.

His Britannic Majesty's fast and furious com-
merce-destroyer Towed is at Samaru, one of the
ports on the West River which will shortly be
opened to foreign trade under the February
Agreement.

The Russian papers state that the Chinese are
about to establish a Consulate at Warsaw with
the object of promoting trade between Poland
and Manchuria. A party of French engineers
coming from Australia is expected at Vladiv-
stock in a few weeks. They will follow the
track of the Siberian and Manchurian railways
with the object of studying the auriferous
character and openings of the regions through
which those lines will pass.

We learn that the total turnover of the German
Club sweeps at the Shanghai spring meeting
was no less than \$70,000. The first prize in the
Big Sweep was \$12,000 (won by a subscriber
in Shanghai presumably) and only one of the
Hongkong subscribers drew a pony in the Big
Sweep, namely, Monmouthshire, who was not placed.
Besides the \$70,000 invested in three days in the
German Club sweeps, there was probably a
greater sum risked in other "sweeps," such as
the popular "rail," the Masonic Club sweeps
and the Race Club sweeps. To-morrow the
Day's races will take place and amongst the
events we may be sure of a "Blackberry Cup,"
after the triumph of that grand pony in the
Champion.

MANY and loud were the complaints of those
unlucky mortals whose business forced them
to visit the Praya yesterday, owing to the
absence of the water carts. To-day we note
that Padder Street has been carefully sprinkled
but the Praya is left a disgusting dreary desert
where one not only gets choked with dust at
every corner but gets it into his shoes, eyes
and clothes in a decidedly unpleasant manner.
As most of the principal firms have their offices
on the Praya, it is somewhat strange that the
watercarts should leave it so severely alone as
they do. Have the P.W.D. officials sworn a
vendetta against the luckless inhabitants of this
dusty neighbourhood? Or is the department
considering the advisability of getting all
the carts out before the cold season sets in?

A money-changer, named Mok King, was charged
at the Magistracy this morning with unlawfully
selling on the 21st ult. six counterfeit coins
(purporting to be of the Netherlands currency)
knowing the same to be forgeries. Inspector
Stanley, who has successfully conducted
many intricate cases, pinned himself on
his theory that this money-changer had a large
quantity of counterfeit coins. Therefore he
instructed two of his subordinates to go to his
stall in the disguise of intending Chinese em-
igrants for Java and to purchase \$100 worth
of the coins of the Netherlands. This done, the
coins were handed to Capt. F. H. May, who in
turn handed them to Mr. Haver Doreis, the
Consul-General for the Netherlands, for exami-
nation. Mr. Doreis personally returned them
to Mr. May a few days afterwards and told him
that he was prepared to swear that certain of
them were counterfeit. Asked by Mr. Wolde-
house how it was that he was certain that they
were bogus, he said that the coins made in the
Government mint had some secret marks on the
face and the rim and that it would be dangerous
for him to point out those marks in public. Mr.
Woldehouse acquiesced and took the description
in private after which the case was remanded till
11 a.m. to-morrow. Mr. E. Robinson, instructed
by Mr. Wilkinson, appeared for the defence.

.. We have issued to-day a pamphlet,
entitled Commercial and Statistical Papers,
containing the reports of meetings of companies
and corporations held in Hongkong during the
quarter ending 30th April, 1897. It is published
at the suggestion of an old resident who is of
opinion that the republication in pamphlet form
of the proceedings at the meetings held usually
and semi-annually by public companies in
Hongkong and China, and of the reports
submitted at such meetings, would be a great
convenience to the commercial community. It
was intended to issue the pamphlet on the 30th
April, but as the meeting of shareholders of the
Oliver's Freshhold Mines, Ltd., was held on the
30th ultimo, it was necessary to complete the
work as soon as possible in the month of May,
as it was desirable to include as far as possible
all reports of meetings of companies for periods
ending the 31st December, 1896, and, as the
report of the General Managers of Oliver's
Freshhold Mines was submitted for passing at
the meeting held on 30th April, it is obvious that
the publication of the pamphlet could not be
effected until the meeting of shareholders was
an *fait accompli*. The pamphlet is now
perceivable at this office and all orders therefor
will have prompt attention. *Vide* ad.

At first sight it would seem as though the
extra 2 feet of beam and 40 feet of length
of the Cunard boats would give them greater
displacement, but it must be remembered
that these boats are built for speed, and that the
bulk of their under-water body is greatly reduced
towards the end, so as to give them a long,
sharp entrance and delivery. Moreover, they
do not draw so much water as the freighters,
whose extreme loaded draught is 30 feet. It
has been frequently stated that the *Pennsylva-
nia* rivals the famous *Great Eastern* in
size, but a comparison of the dimensions of the
two ships shows that the new cargo-boat, big as
she is, is yet a long way behind the leviathan of
forty years ago.

At first sight it would seem

THE BURMO-CHINESE FRONTIER TREATY.

TRADE PROSPECTS.
A well-informed correspondent of the *Norfolk Daily News* writes from Mandalay on the above subject as follows:—

The news, if it be correct, that the Burma Frontier Treaty with China has been signed, and will be ratified in four months, will be welcome to all who take an interest in the development of Burma. The Commissioner of the Northern Frontier has more than once pointed out the hopelessness of attempting to keep the border regions, so long as the limit of responsibility of each country is undefined. It is useless for the authorities here to try to make the authorities in Yunnan responsible for a Kachyaen raid, while there is no certainty as to what is the Chinese and what the Burmese sphere of influence. The hill-tribes too are not at all to be taken advantage of the present state of affairs to make raids, and then blame the British for retreating into unoccupied territory. It was at the earnest wish of the English Government that the question of frontiers was deferred after the annexation of Upper Burma, the Chinese, however, taking good care to be on the safe side by drawing their provisional boundary at the Shweli, some hundreds of miles south of what they knew they could possibly claim. But much has happened since then; the Mission to China, which would have been an absurd anachronism, as well as an intolerable acknowledgment of dependence, has been sent into a cesspool of territory. China, on her side, has broken her promise not to give to France what she received from us, and the claim that the frontier line must be drawn south of Bhamo has been settled by events in a very practical way. Officials from the Burmese side have been for years administering parts of the Kachyaen country a long way north of that town, and every open season the British pale is being pushed farther north. At Nampoung, British and Chinese officials can watch each other cross the frontier, and many other places Burmese officials have settled disputes with the friendly aid of the Chinese local authorities right up to the borders of China proper. It cannot be denied that, considering what they might have done, the Chinese show themselves friendly towards England in the matter of the annexation of Upper Burma, and so far, things look well for the amicable settlement of the frontier.

THE CHINESE GOVERNMENT'S ACTION.
Some years ago, writing in the *Manchester Guardian*, Sir Charles Croftworth pointed out what seems to be the last step now, that in 1883 the Chinese Government might easily have caused trouble and thrown obstacles in the way of the settlement of Burma, but it maintained a very friendly attitude. When, as it is hoped, the frontier comes to be marked out next open season, the Mission boys will be out of the way, and the actual territory in dispute will be confined to a fairly narrow strip. Furthermore, Burma will then be a Lieutenant-Governorship, and better able to protect her own interests, while her officials have been spending the years of respite given them in acquiring a sound knowledge of the country between Bhamo and China, and will not be likely to fall into any pitfalls that the astute Celestial may dig for them.

TRADE PROSPECTS.
The Kachyaen country is parcelled out into squares or tracts, and the character of the country and of the inhabitants of each square is well-known, various military and civil officers having, for years past, been visiting different parts either in a friendly manner, or to exact punishment for raids. Last open season many disputes on the Chinese borders were settled by Mr. Merris from the Burmese side in association with the Savabu of the Chinese Shan State of Nyaung-U, who was deputed for that purpose by the Sub-Prince of Hsienin. Matters have therefore been settling themselves to a certain extent, and no excuse can now be put forward for delaying the official delimitation of the frontier. It can hardly be denied that with a settled boundary, and the consequent increased facilities for checking lawlessness and crime among the hill-men, trade between China and Burma must improve, and it seems not a little strange that the Indian Government apparently cares so little about making the best of the splendid position that the annexation of Upper Burma has given them. By an almost bloodless expedition the hopes of France of erecting a compact Empire in Indo-China have been dashed to the ground, and, at the same time, our territories have been extended right up to Western China. The trade route is not a smooth one but it is far from being unimportant or impracticable. From the last Administration Report of Burma it appears that, for the financial period ending with the 31st March 1896, the percentage of increase of the trade with Western China was 134.61; the increase in imports was 230.97 per cent, and in exports 80.20 per cent. The trade in 1895-96 was 37 lakhs, in 1894-95 31 lakhs and in 1893-94 22 lakhs, but the 1894-95 trade was abnormal owing to the China-Japan war. Surely a trade which is carried on under such disadvantages, and still shows such increase, is worth fostering. A noticeable feature is the falling-off in the importation through this route of raw silk into Burma, and the explanation seems to be that most of this commodity now comes from the Straits Settlements. In 1894-95 China exported absolutely no raw silk to Burma direct, while in 1893-94 the value of the imports was only Rs. 6,564, while the figures for the Straits Settlements are 1894-95 Rs. 77,650 and 1893-94 Rs. 2,158,320. Is it not a probable explanation that such a valuable commodity as raw silk cannot safely be brought direct from China through fear of the lawless tribes on the frontier?

SILK.
In fact, the raw silk that comes into Burma is Chinese silk, and should naturally come overland and would do so if it were not for the fact that in 1894-95 the Chinese Government wrote from Peking that during the expedition of 1893 in the following significant passage:—"Mr. O'Connor in one of his valuable reports on frontier trade states that the disturbed condition of the country between Bhamo and South-western China has had the effect of increasing the quantity of raw cotton from Upper Burma to Rangoon from 1,000,000 to 950,000. The savage tribes in those parts, he says, practice robbery and murder on an extensive scale. They make the routes into China unsafe, and the usual export of cotton from Upper Burma to that country ceased. Cotton was therefore sent down by the river to Rangoon, where it is shipped to China via the Straits. The obstacles arising from the disturbances on the Chio-Pu-Burma frontier still continue, and divert trade from that outlet."

On looking at the last Administration Report, I find it stated that the chief exports from Burma through the Bhamo route are Indian twist and yarn, and cotton, silk, and woollen piece goods, but a reference to the tabulated statements will show that the Straits Settlements get most of these articles, and China direct gets very little indeed.

WE MUST BE READY.
If it be true that authorities in China are really anxious to encourage the teaching of English, and of Western knowledge generally, as is reported, it becomes all the more necessary to be on the spot when the results begin to be apparent. France may have the better position in regard to natural

outlets for trade, but the difference between the condition of Burma, and that of the country nominally under French rule is very great. The Shan States Railway, too, which will connect Mandalay direct with the Salween between the 23rd and 24th degrees of latitude, is being pushed on, and when the difficulties of constructing the line from the plains up to this level of the Shan plateau at Maymo are overcome, the line will be practically completed. If, as is expected, the railway attracts Chinese traders in its direction, Burma will be provided with an artificial trade-outlet which will make all the rivers of Indo-China more or less of secondary importance. Still, in dealing with Chinese merchants, the unexpected often happens. Some time ago, I think about two years, the Burmese and Chinese telegraph systems were joined by a wire from Bhamo to Yunnan, so that the numerous and large Chinese merchants in Rangoon and Mandalay could wire direct to their head offices or agents at Canton, Hongkong, Shanghai, or elsewhere. Some merchants, such as those who deal in jade-stone, carry on their business exclusively with China, and one would have supposed that such a telegraph system would have been eagerly used by them; but, whether from distrust of the efficiency of a wire maintained by China, or from some other cause, and despite the line, is scarcely patronised at all. Certainly, it has not been working at all satisfactorily. China being under the necessity of connecting the two places, did so, and for about half an hour the line was open, then it refused to work, and for some months it was practically useless. The wire, it appears, was fastened to trees, and the trees were constantly being blown down by storms, real or imaginary, and being in the line. However, mainly owing to Mr. Janssen's exertions at Yunnan, it is now more or less in working order for anyone who wants to use it, but very few do.

STATUS OF CHINESE IN FORMOSA.

(From our own Correspondent.)

TAIPEI, April 30th.

The following is a translation of the regulations regarding the qualifications and treatment of the inhabitants of Formosa in the matter of national rights:—

Article 1.—Those persons are considered inhabitants of Formosa who have, from May 8th, 1895, had fixed habitations in Formosa or in the Pescadore Group.

Article 2.—Those of the inhabitants who shall not have left the territory under the administration of the Government before May 8th, 1897, shall, by virtue of the treaty of Shimonoseki, be deemed Japanese subjects. Should application by persons desirous of becoming Japanese subjects, be made on the date named, it will be considered by the authorities.

Article 3.—Those persons absent from Formosa and the territory of its Government, who wish to become Japanese subjects on May 8th, 1897, shall be deemed such in accordance with the last article. The preparatory investigations are to be duly made in the case of each applicant.

Article 4.—When the head of a family shall have become a Japanese subject the whole family shall be deemed Japanese subjects. In the event of any member of a family constituting an independent household for himself he shall be considered as independent of the family to which he belonged.

Article 5.—Those of the inhabitants who are not deemed to have become Japanese subjects shall be excluded from the Registration book, and their names will be kept in a special book.

Article 6.—Special instructions shall be given regarding the disposal of the real property of persons other than Japanese subjects.

HOW THE ADMIRAL COULD DRAW UPON THE HONGKONG GARRISON FOR SEA SERVICE.

"A General Officer" writes to the *Army and Navy Gazette*:—"The correspondent of the *St. James Gazette*, whom you quoted last week, cannot understand how the Marines at a coaling station could be available as a reinforcement to the Fleet at the same time as being an efficient garrison. Let me endeavour to show how Marine garrisons of coaling stations could very readily fulfil the double rôle and so assist their superiority for naval purposes over War Office garrisons. To the correspondent's question, 'If Hongkong needs a garrison, how could the Admiral draw upon it for sea service?' the answer is this: On the outbreak of war, one of three things must happen—

(a) We shall have command of the sea in the particular part of the world where the station is situated, or the enemy will not show fight, and only tries to war on our commerce, which amounts to the same thing.

(b) We fight for the command of the sea, and after a battle more or less severe obtain it.

(c) As in (b), but we lose in the fleet action. In the event of (a), the garrison is only liable to attack from isolated cutters, and our fleet on the station is merely employed in protecting commerce, a very wearying duty as regards health and sleep, but there would be no great loss in battle. In the case of the ships sailing at the coaling stations will be rendered much more efficient by changing their jaded detachments for fresh ones, while the efficiency of the garrison will not be impaired, the health of everyone being improved by the change from sea to shore and vice versa.

In case (b), after the victorious action the station may very little immediate danger of attack, and it would be most important to make the crew up to full strength again as soon as possible. With Marines at the coaling stations this can be done, while the landed slightly wounded and convalescents will in a great measure be ready to fight again at a gun on shore by the time the enemy has recovered sufficiently to attack.

In case (c), if a ship succeeds in reaching the coaling station her crew will reinforce the garrison if she does not it will not affect the position of the efficiency of the garrison. But in the former case she will be much more likely to be able to take the sea again reinforced by Marines with unimpaired morale than if no such change could be effected. As the final safety of the station, as all history shows, will depend on our recovering command of the sea, this is of far greater importance than a temporary weakening of the garrison.

Finally, in the ordinary peace routine, there is no fear of the Marines becoming inefficient from lack of sea service in these days, when a much greater proportion are embarked than formerly. The recent increases have gone to the ships and not to barracks. Moreover, this suggested change from ship to shore, as in the Hongkong garrison example, would only result in a greatly increased number of Marines passing through a period of training in the Fleet with a diminished sick list, and so greatly add to the efficiency of the Fleet in peace and its preparedness for war.

THE STRENGTH OF THE NAVY.

We have received from Mr. H. E. Pallock, the Hon. Secretary of the Local Branch of the Navy League, copies of the reports of speeches delivered by Sir Charles Dilke, M.P., in the House of Commons on the 5th and 12th March upon "The Strength of the Navy." The speeches are very interesting, the speaker sticking closely to his text throughout and displaying a wide knowledge of the subject treated. We regret that the space at our command is not sufficient to enable us to give the speeches *in extenso* and we have therefore selected excerpts that will doubtless interest a good many of our readers.

Speaking on the 5th March, Sir Charles called the attention of the House to the relative strength of the Navy and in the course of his remarks is reported to have said he had no intention to make an attack on the Admiralty. The policy of the Admiralty was the policy of their predecessors, and there was constant improvement in administration. This was well, inasmuch as they were now told that wars would be won in the future by administration in time of peace. He was not, however, himself satisfied that the policy proceeded on a satisfactory basis as regarded the completeness of the defence afforded. The Leader of the House, in the previous year, had said that we should in 1895-96 possess a "considerable superiority over" the fleets of the two next Powers—that was France and Russia. He was himself still doubtful if that was so; and if in fact it were, he did not consider that that superiority was sufficient for this country.

Of the great naval Powers, the causes of possible conflict with France were recognized, and those of conflict with Germany with regard to Africa. He himself felt that what had occurred in Northern China in joint pressure by the three Powers—Russia, Germany, and France—in the acceptance of the Russian loan as against our preferred loan, and in the dominance of Russia in Manchuria and Korea, recently secured by treaty, pointed to great risk of common action against ourselves by these great maritime Powers, and it seemed improbable that we could ourselves break up that concert except by giving way upon points which were vital to our interests, such as our China trade. We had been told on the Naval Estimates last year, what was in fact obvious, that we were isolated, and he himself was all for isolation, as against a policy of alliances; for nothing could be weaker as a policy than one of sham alliances where there was no common purpose; but must never be forgotten for a moment that isolation meant a predominant fleet. The risks were increasing. The generation who had fought in Continental war, of one of our rivals against another, were being edged out of their power over ideas by those who were too young in 1870 to remember it; and the ideas of the newer generation on both sides were colonial and anti-British. The three great maritime Powers of the Northern Continent were, as their recent actions showed, able now to agree on a policy of Continental peace—joint support of the policy of Russia of expansion on the Pacific, of France in the Farther East, and of Germany in Africa. This conjunction could only be faced by us being strong enough at sea to hold our own. These Powers had enormous armies to maintain. We were able easily to outbid them as regarded ships, and it was to our interest to do so. On the Naval Estimates in 1895, and again, at the end of the Session, the First Lord of the Admiralty had contended that we should for certain have allies; and he used the words "We shall not stand alone." Otherwise there was no possible security. In reply to the observation that a combination of the three Powers was reasonably possible, while that all Powers were not, the First Lord had said that only the Athenian answer could be made—that "we must trust in Providence and a good admiral." The same reply might, of course, be made as against a single Power. Putting aside, however, all disturbing causes, such as the use of inventions in one navy which another did not possess, all our admirals advised us that superiority at sea followed well-known rules, and we could make ourselves safe with a certain superiority of force, well within our reach, against all probable enemies. In spite of the undue cost of our land forces, we could provide that security with less strain upon our wealth than the strain which the maintenance of gigantic armies and navies at the same time produced on the finances of Powers like France and Italy, and he confessed he thought to himself that it was sound policy, and wiser than to run risks. He had recently shown by a detailed consideration of the figure that the military and naval expenditure of the Empire had reached the gigantic figure of 55 millions sterling, of which 61 millions sterling a year was now spent out of British or Indian funds—that was funds for which the House of Commons was directly or indirectly responsible. Of this tremendous figure the British Army cost far more than half and the British Navy far less than half. The Navy cost, he had recently shown, if we took from the Army Votes and added the Navy Votes the whole of the cost for maintaining the empire of the sea, fortresses and coaling stations which were the bases of the Navy, when he was asked whether so vast an expenditure was not sufficient, and how much he would spend, he replied, whatever was necessary for existence; but if so-called necessities be made that would be most tolerable in the case of military and fixed defences, but in the case of that mobile fleet which was our main reliance, he was hardly certain for the present, but in the long run would only be preserved if our naval strength was such as to cause a combination of three Powers, which could be formed for certain purposes, to pause before attacking us. He confessed he thought it criminal not to insure against the risk while we had time to do so, and that insurance meant certain peace. As Captain Mahan had put it, the British Navy was the best security for peace. There were no doubt certain chances in our favour; that we were one Power contending, in the hypothesis, at sea, against allies, that our seamanship was better than that of the Russians, both as regarded officers and men; and in some degree better than that of the French as regarded men, on account of our long service, although, in the case of France, there were other, closely connected, facts which told the other way. France had more Heterogeneous than we had, and Heterogeneous took nine years to make, and our long service, as compared with their shorter service and real reserve, gave us a limited and then a virtually unlimited command of men in war. Our superiority in rapidity of building was disappearing, as had been seen. French and German mobilisation was more rapid than our own. The French possessed a perfect geographical position on the two seas. Our communications system required a telegraphic cable communication in our own hands, which we had not got, and we were especially short as compared with other Powers in trained engineers and mechanics.

Not only did we seem short of men with whom to begin war, but there was also the rapid loss of men in war to be considered. Moreover no allowance had been made for sickness. The First Lord could only man his ships by counting all officers, men, boys, coastguards, and marines available for sea-service. The First Lord questioned whether we should send all our fleet to sea at the beginning of a war, and said that the number to send to sea would depend on the nature of the enemy and the operations to be performed. The only war much worth considering in our calculations was a desperate war. No maritime Power was going to attack us single-handed; probably no two would ever do so; and the war more reasonably in view was one in which we should have to send to sea at once all ships not virtually obsolete. The First Lord said that by using up men, boys, coastguards, marines, and drawing 5,000 men from the Reserve he could man every ship that could be ready at once, a statement which somewhat begged the question, as all ships not obsolete ought to be ready at once in a dangerous condition of affairs. Every ship, he said, that could be reasonably sent to sea could be manned by using all he had, and the Reserve available for sea service, which had formerly been put at from 10,000 men, by Admiral Trollope's Committee, to 8,000, but which was assumed in the debate to be somewhat larger. Supposing all this was true, nothing was left for the waste of the first few weeks of war, and the proposals which were made for increase were not sufficient to fill this gap. A larger increase of men was now to be proposed, but not larger than was needed to man new ships, and all increase of Reserve took a considerable time before it could give us trained men.

The *inscription* gave to the French Navy, and limitations of it gave to Russia and Germany, a power of expansion that we had not at command. Money could give us ships in two years of peace. Money could not give us men so quickly. Our necessary warfare at a great distance from our base would involve us in a tremendous strain and large reserves were required. Those reserves did not exist, while France had a surplus far larger than she could ever need. There was indeed a large surplus of trained men available for the navy and kept for this purpose out of the army in France that French soldiers had a name for it. It was called "the lost army corps." The member for Dundee in his reassuring speech had forgotten this immense reserve. The French got all their engineers, 90 per cent. of their stokers, and a large portion of artificers and of gunners from volunteers, but they had 120,000 men, exclusive of boys, on the lists of the *inscription*, of whom only 35,000 were over 40 years of age, leaving 85,000 men under 40 years of age who had served at sea on an average for nearly four years. Of the 44,000 men of the French Navy on active service 27,000 belonged to the *inscription*, for there were 13,000 volunteers and 3,000 boys under the *inscription* age, besides officers. After making all deductions the French had available at least 70,000 trained sailors under 40 years of age. Now in France the total strength required to man the entire fleet was 64,000, including a full allowance for the average of sick men who would have to be replaced, while no such allowance was made with us. The French had, in their own belief, only some 12,000 men to find at once, while they were able to put their hands in two days upon 35,000 trained men of the Reserve—at least 20,000 more than we needed.

Behind the question of manning and Reserve, lay that of the ancient and true Reserve of the British Fleet—namely, the British Merchant Navy, which had become foreign so rapidly that, while only 14 per cent. had been foreign in 1885, over 56 per cent. were foreign in 1894, since which time again things had been rapidly becoming worse. The First Lord had said last year that he desired to decrease the number of foreigners in the Merchant Navy. If it could be done "by some means not artificial," this was a somewhat delicate, if not a cryptic, utterance. The effect of all that had been proposed up to the present time would be only to make the number of British seamen who must be suddenly taken on the outbreak of war from those very ships in which the British seamen would be most needed at the time, and the foreign element would only in consequence become more supreme in the Merchant Navy in time of war. The proposal, however, to more largely recruit the fishermen for Reserve purposes was in the right direction. As regarded seamen he was, he confessed, despondent. Nothing was now being done for training British seamen. The few apprentices now carried were premium apprentices, who became officers, and the P. and O., the British India, the White Star, and the Cunard carried neither ordinary seamen, boys, nor apprentices in their 208 steamers or 80,000 tons. He had the names of ships carrying large crews, in which there were none but foreigners, and of large numbers of ships in which there were few but foreigners; and while the great companies of which he had just spoken carried no foreigners, and carried most excellent seamen, they did, as he showed, nothing towards training seamen for the future. The report of Sir Peter's Committee had clearly shown that decreasing numbers of British seamen, and yet nothing was to be done towards producing an improvement. The highest authority, in his opinion, on the subject—the captain of the *Worcester*, Lieutenant Wilson-Baker, of the Royal Naval Reserve—had pointed out the whole of the facts bearing on the case, and had summed up to the effect that they were "from a naval point of view, appearing likely to be in disaster." The inquiries made by Lord Rosby from all the ship captains trading to Melbourne in reference to the manning of the Navy had shown that they believed that there was still a strong disposition on the part of the youths of the United Kingdom to adopt a seafaring life, but that the opportunities presented to them of following their inclination had all but disappeared. Apprentices now paid premiums from £10 upwards, and when they were trained except those who were sailors on the sea hand, persons who stood at either on the sea hand, or on the other the walls and strays of our great towns. There was a wide field open between the two. The First Lord of the Admiralty threw the duty on to the Board of Trade; the Board of Trade threw it back again to the Admiralty, and nothing was done. He, for one, believed that expenditure upon the British Navy was expenditure not on war but upon peace, and he held, with the relative strength of the British Navy was one of the best kept and greatest secrets of the State.

SETTLEMENT OF MISSIONARY CLAIMS.

(Continued.)

SHANGHAI, May 1st.
The French Consul-General has just brought to a happy conclusion two thorny affairs, which had been hanging over the one for fifteen and the other for five years. They were two claims of the Roman Catholic mission of Kiangnan. By patience and tact and by Comte de Baux's energetic and intelligent conduct of affairs, the missionaries have obtained full redress and reparation for their long-standing wrongs. Pochon, the scene of the first trouble, is an old and historic city in the farthest north-west corner of the Anhui province, near the confines of the three neighbouring provinces of Shantung, Honan and Kiang-su. Such a locality, as well-known in China, is the favoured region of lawless bands of marauders. The inhabitants live in something like a feudal state, with house and property surrounded by wall and moat, and no one goes abroad without a gun or lance, and nothing of value is transported without an armed escort. Some fifteen years ago a missionary acquired a piece of property in the city, near a Christian family of two brothers by the name of Kin, in whose house a chapel had been temporarily installed. When the province of the missionary became known, some prominent individuals, known there as *lien-tung*, a kind of military chiefs, formed the determined resolution of excluding the foreigners from this city. The people were stirred up to violence, a little hut on the mission's property was burnt, the house of the family Kin was burnt and pillaged, and the two brothers obliged to take refuge in the province of Honan, where they have since died before the settlement of the affair.

When application was made to the authorities for redress, resort was had to the old pretext of the rude and ungovernable character of the people of that region, and the affair dragged on for years, not only without a satisfactory settlement but without the possibility of obtaining an entrance into the city. Recently, however, Comte de Baux, who for the past year has so worthily filled the post of Consul-General for France, has brought up the claim and urged it with such skill and energy, that a missionary delegated by superiors has obtained full satisfaction not only for the mission but also for the unfortunate family of the Kins, and a missionary station is now peacefully established in Pochon.

The other affair, of a recent date, occurred in the prefectural city of Yangchow. About five years ago a missionary, after purchasing a house in the city, went to the proper *Yamen* to have the transaction registered. He was politely received, but in two days the whole city had been excited against him. His house was driven from the city with insult and ill-treatment. A special feature in the attack was the presence of a number of women hired to abuse the foreigner under the immunities of their sex.

The claims of the mission were put off under pretexts of illegality in the purchase, the last of which was objected to quite recently when the affair was already in a fair way of being settled. It came from the prefect of the city, and was none other than the surreptitious treaty clause making a previous notice given to the mandarin necessary for the legal purchase of property by a foreigner. Happily that clause had been definitely disposed of by M. Gérard. The claim of the mission was so clear that Comte de Baux was accorded not some other hoc which he had declared the mission would accept, but the very house legally purchased by the missionary five years ago. Thus after years of patient and firm insistence, without notable friction with the authorities, two claims have been satisfactorily settled; the principle of the treaty rights is saved, and the missionaries with their grievances redressed are established peacefully among the people who had vowed to keep them out.—*N. C. Daily News.*

NOTANDA.

CALENDAR.

MAY.

Metorological means based on ten years' observations to 1895.
Barometer 29.87
Thermometer 76.3
Humidity 84
Rainfall 15.00

TO-DAY.

WEATHER REPORT. On data at 4 p.m.
Barometer 29.78
Thermometer 83
Humidity 77
Rainfall 83

TO-DAY.

Friday, 7th May, 1897.

Chinese—6th of 4th moon of 32nd year of Kwong-shi.

Jewish—6th Nisan, 5657.

Mohammedan—6th Dulhagga, 1214.

Sun—Rises 6hr. 25min.

Sets 6hr. 25min.

High water—Morning 11hr. 25min.

Low water—Afternoon 7hr. 55min.

No inferior high or low water.

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